



2012 Annual Report

Greater Attleboro Taunton Regional Transit Authority
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Message from the Administrator

As we look back at fiscal year 2012, we can be proud of our many accomplishments: ridership increased by 9.5% over the previous year; two new towns (Scituate and Hanover) joined GATRA; our Mobility Management program reached a significant level of success with the launch of Ride Match; we have begun work on two important capital improvement projects in Attleboro and Plymouth; and we continue to add and revise bus routes to meet our passengers ever-changing travel needs.



Most important, The Authority has survived yet another year of reduced federal and state funding. Still, we remain committed to providing quality transportation services to our many riders.

The backbone of GATRA in its 36th year of operation continues to be the professionalism and the dedication of all its employees. This is the key to improved service and efficiency - two components that have made GATRA one of the finest public transportation systems in the Commonwealth.

Francis J. Gay
Administrator

About the Authority

The Greater Attleboro Taunton Regional Transit Authority (GATRA) was created in 1976 pursuant to the provisions of Chapter 161B of the General Laws of the Commonwealth of Massachusetts.

The Authority is given general responsibility to develop, finance, and contract for the operations of mass transportation facilities and services within its territory, which consists of the Cities of Attleboro and Taunton, and the Towns of Bellingham, Berkley, Carver, Dighton, Duxbury, Foxboro, Franklin, Hanover, Kingston, Lakeville, Mansfield, Marshfield, Medway, Middleborough, Norfolk, North Attleboro, Norton, Pembroke, Plainville, Plymouth, Raynham, Rehoboth, Scituate, Seekonk, Wareham, and Wrentham.

Organization, Management & Overview

During fiscal year 2012, GATRA operated several modes of transportation: regular fixed route service, Dial-A-Ride service, commuter shuttle service, and brokerage transportation service with area social service agencies. Fixed route bus or shuttle services were provided to 17 communities. The buses traveled 1,692,683 miles and made more than 809,140 passenger trips.

All 28 member communities have demand response (Dial-A-Ride) services for people with disabilities and seniors. In addition, GATRA plays a vital role in the provision of Commuter Rail service to Boston by providing shuttle services to MBTA stations in the towns of Bellingham, Franklin, Lakeville, Norton, Mansfield, Medway, Middleborough, Pembroke, and Wareham.

GATRA also partners with the MBTA on many different fronts including the management of the MBTA parking and train facility in Attleboro as well as the train station facility in Mansfield.

The major highlights of fiscal year 2012 include:

- > **GATRA Develops Ride Match** - GATRA's Mobility Management Department releases the beta version of Ride Match, a new web-based tool that offers quick, easy access to information about transportation options for seniors, individuals with disabilities, and anyone needing to travel in Southeastern Massachusetts.
- > **New MBTA Shuttle Service** - In fiscal year 2012, GATRA added a second shuttle in south Bellingham to transport commuters to the Forge Park MBTA rail station in Franklin.
- > **Capital Improvement Projects** - With funding from FTA, FHA and MassDOT, construction of the Attleboro Intermodal Transportation Center (AITC) is underway. The AITC includes the construction of a new bus station, a dedicated bus loop, a new access road to the MBTA lot and additional parking for commuters.
- > **Plymouth Transportation Center** - GATRA partnered with the Town of Plymouth in completing a feasibility study to locate a future Intermodal Transportation Center in downtown Plymouth.
- > **Upgrades to Taunton Bus Station** - GATRA initiated life safety and energy efficiency modifications at its Taunton facility. Upgrades include egress improvements to the terminal and administrative offices building along with new energy efficient lighting, new HVAC equipment and a new Waste Oil Burner heating system in the maintenance facility.
- > **Commission Addresses Paratransit Services in MA** - In April, 2011, Governor Patrick established a Commission for the Reform of Community, Social Service and Paratransit Transportation Services in the Commonwealth. Several public forums were scheduled, and in fiscal year 2012, the Commission heard suggestions on ways to enhance current paratransit services in the state. Later in 2012, a final report was released that addressed community transportation service gaps, improvements for trip coordination and ways to facilitate paratransit transfers between transit authorities.

Ridership Statistics

In fiscal year 2012 GATRA's ridership jumped by more than 211,480 riders translating to an increase of 9.5% over the same period in 2011.

2012

	Fixed Route	Demand Response	Human Services Brokerage	Total Ridership
Annual Ridership	809,140	232,320	1,123,269	2,164,729

2011

	Fixed Route	Demand Response	Human Services Brokerage	Total Ridership
Annual Ridership	736,757	225,181	991,311	1,953,249

2010

	Fixed Route	Demand Response	Human Services Brokerage	Total Ridership
Annual Ridership	649,515	220,008	924,219	1,793,742

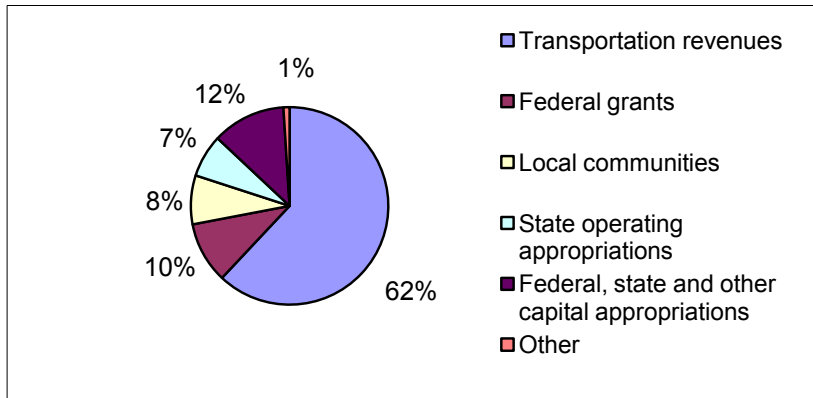
Fixed Route by Service Area	Unlinked Passenger Trips
Attleboro/Taunton	511,720
Plymouth Area Link (PAL)	98,908
Marshfield/Duxbury/Kingston (SAIL)	40,855
Onset Wareham Link (OWL)	79,176
Franklin Area Bus (FAB)	10,852
Norton/Mansfield Route 140	32,005
Bellingham Commuter Shuttle	3,731
Medway Commuter Shuttle	15,106
Middleborough Downtown Shuttle	12,068
Pembroke Commuter Shuttle	4,719
Total Fixed Route	809,140

Demand Response by Town	Unlinked Passenger Trips
United Dial-A-Ride (Foxboro, Franklin, Norfolk, Wrentham)	17,058
Attleboro/Taunton	106,247
Bellingham	4,415
Carver	7,264
Duxbury	5,793
Kingston	5,779
Lakeville	3,022
Mansfield	16,425
Marshfield	4,236
Medway	2,164
Middleborough	9,082
Pembroke	7,290
Plainville	3,497
Plymouth	23,926
Wareham	14,152
Wrentham	1,970
Total Demand Response	232,320

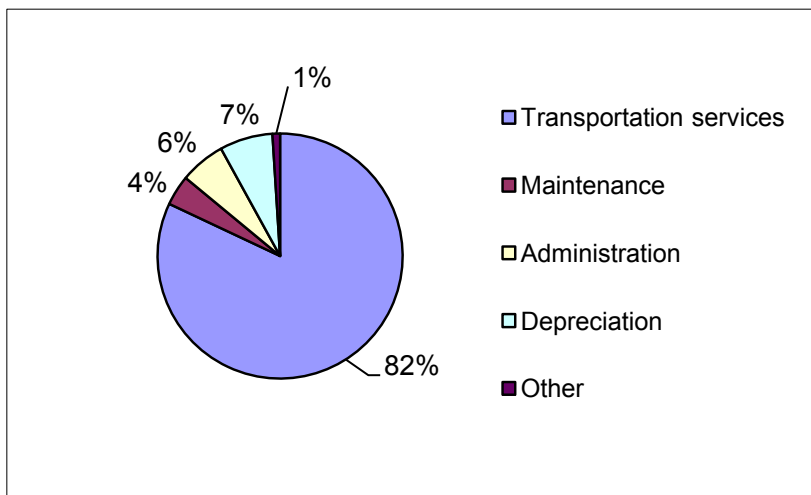
Management's Discussion and Analysis - Unaudited (for the year ended June 30, 2012)

The revenues and expenses by source are delineated in the following graphs:

Revenues by source:



Expenses by source:



Financial Ratios

"Working Capital" is the amount by which current assets exceed current liabilities. The Current Ratio, which compares current assets to current liabilities, is an indicator of the ability to pay current obligations.

	<u>2012</u>	<u>2011</u>
Working Capital	\$ 9,607,000	\$ 9,243,000
Current ratio	3:1	3:1

The working capital and current ratio indicate that the Authority has an excellent ability to meet current obligations.

"Liabilities to Net Assets" indicates the extent of borrowing.

	<u>2012</u>	<u>2011</u>
Liabilities to net assets	92%	99%

This decrease in "liabilities to net assets" was caused primarily by an increase in the amount invested in capital assets included in the net assets balance.

Legislative Highlights & Recommendations

Legislative successes included the reinstitution of Section 11 of the Regional Transit Authority (RTA) legislation Chapter 161B providing for Commonwealth backing of RTA borrowings. The Regional Transit Authority program continues to be underfunded creating deficits for the Transit Authority program operations. Even though the RTAs received level funding in reality it is a reduction of funding to cover RTA operating costs.

Capital funding has also been an issue. This problem will continue to escalate as the capital needs for the Regional Transit Authorities grow over the next couple of years. The recent use of toll credits as a match toward the 20% for federal funds has allowed some capital projects to move ahead.

The Regional Transit Authority program has been level funded for several years now, which is causing a significant hardship in the continued operation of services. In Fiscal Year 2010 the only solution for operating was the receipt of Federal stimulus funds to be used towards operations. This funding ended in Fiscal Year 2011 and again the Authority will be faced with cutting service and raising fares if no additional operating funds are made available through the State budgeting process. In addition, GATRA is at fifty percent State Contract Assistance and local contribution, another issue to be addressed in the legislature. The most important legislative initiative is to develop a plan to forward fund the Regional Transit Authority program, currently the only line item in the State budget that is still reimbursable. Retroactive reimbursement makes it very hard to plan. The RTAs don't know how much money they will have until the year is already over. If the legislature can deal with the funding of the transit authority program in total it would make a big difference in how the program can expand.

An additional source of operating revenue for the Regional Transit Authorities would be the opportunity to create Enterprise Funds. Where Authorities are being proactive in finding sources of funding to operate systems and maintain capital items we are penalized for not having a mechanism to use these funds through an Enterprise account to pay for future maintenance.

Comprehensive Program for Mass Transit

GATRA works very closely with both the Southeastern Regional Planning and Economic Development District (SRPEDD) and Old Colony Planning Commission (OCPC) in implementing the recommendations for transit services in Regional Transportation Plans. Within the Regional Transportation Plans are sections that deal with public transportation. Both agencies ask for additional operating funds for public transit services to be expanded in growing communities and to address new development which has taken place in Southeastern Massachusetts. The specific recommendations made in the Regional Transportation Plans will be made part of GATRA's goals for expanding local public transportation services.

Several new communities have joined GATRA. These communities need public transit services and GATRA is working with them to identify needs to incorporate into the GATRA comprehensive transportation program.

In Fiscal Year 2011 SRPEDD, and other planning agencies, updated the Regional Transportation Plans. These plans look at both short and long term issues and goals for the region. A key component to the plan is the need for more operating funds for public transportation services in the GATRA region. Most GATRA bus routes only operate on an hourly schedule with no peak hour services available. It precludes a lot of people that could use public transportation to get to employment. It also means that most of our services are basic lifeline services for people who have no other choice. We must move public transit systems outside the MBTA to become more convenient for people to make the choice to use public transit.

Advisory Board Members

Community	Chair	Designee
Attleboro	Mayor Kevin J. Dumas	Mayor Kevin J. Dumas
Bellingham	Mike Soter	Laura DeMattia
Berkley	George F. Miller	Linda Howerton
Carver	Michael J. O'Donnell, Jr.	Francis Casey
Dighton	Dean Cronin	Alice Souza
Duxbury	Theodore J. Flynn	Joanne Moore
Foxborough	James J. DeVellis	Vicki Lowe
Franklin	Robert Vallee	Andrew Bissanti
Hanover	John S. Barry	Anthony Marino
Kingston	Joseph F. Casna, Jr.	Peter Boncek
Lakeville	Derek A. Maksy	Rita Garbitt
Mansfield	Olivier Kozlowski	Gale Farrugia
Marshfield	Matthew J. McDonough	Paul Halkiotis
Medway	Andrew Espinosa	Missy Dziczek
Middleborough	Alfred P. Rullo, Jr.	Andrea Priest
Norfolk	James C. Lehan	Jack Hathaway
North Attleboro	Michael S. Thompson	Mark Fisher
Norton	Timothy R. Giblin	Richard Leitch
Pembroke	Gregory Hanley	Ed Thorne
Plainville	Andrea Soucy	Leland Ross, Jr.
Plymouth	Mathew J. Muratore	Patrick O'Brien
Raynham	Marie A. Smith	Elizabeth Moura
Rehoboth	Joseph M. Tito	Norie Palmer
Scituate	Joseph P. Norton	Florence Choate
Seekonk	Francis Cavaco	Bernie Huck
Taunton	Mayor Thomas C. Hoye	Mayor Thomas C. Hoye
Wareham	Stephen M. Holmes	Susan Green
Wrentham	Joseph F. Botaish	Janet Angelico

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